

# PATRIOT

439th Airlift Wing • Westover Air Reserve Base

August 2003 • Vol. 30, No. 8



**439AW MISSION:** Actively support national objectives on a global scale with ready, mobility forces.

## Final Salute

Where to begin? What to say? These are the questions that have been going through my mind over the last couple of days. For many of you this may seem odd for me since I usually have something to say. Yet, how do you sum up 4-plus years?

Let me start by saying it has been one heck of a ride over the last couple of years. While most organizations look towards inspections as the greatest organizational challenge, you took everyone in stride on your way to proving we can win on the road and no one beats us at home! Your accomplishments are just too many to list. Your performance is a tribute to your ethic, dedication, endurance, professionalism and pride.

Let me continue by saying thanks to all "Patriot Wing" members for taking me in and making me one of your own. It's never easy moving into a community as a stranger, let alone being the leader. You were accepting and patient and I have learned much from all of you. I need to thank our Massachusetts congressional team for their support, the many state elected officials, our local community leaders,



## Commentary

Mayor Kos and the members of the Galaxy Community Council, the USO and all the volunteers, you made a great difference. I want to thank our leadership team, you commanders and first sergeants, you carry the ultimate responsibility for ensuring your people are trained and cared for. You do your job well. To all the staff agencies, thanks for your often behind the scenes work that makes the mission possible. My thanks to the best command section staff ever assembled. Their focus has always been on the installation's people. Most importantly, my warmest thanks go to each airman in the wing. You are the sole reason we are as successful as we have been. Westover would be nothing without your tireless efforts. Whether here in Chicopee or on the road at any world address, you demonstrate what being a Patriot Wing member is all about.

As Mary Jo, I, and the boys move south I want you to know that you are a part of me. I am a better leader and person for having been with you these four years. I wish you continued success and THANKS FOR ALL YOU DO! M3

**by Brig. Gen. Martin M. Mazick**  
439th Airlift Wing commander

August 2003

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Volume 30  
Number 8

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### 439th Airlift Wing Commander

Brig. Gen. Martin M. Mazick

### Chief of Public Affairs/Co-editor

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### PA Air Reserve Technician/Co-editor

SSgt. Andrew S. Biscoe

### Wing Public Affairs Officers

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MSgt. Tom N. Allocco

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### Staff

TSgt. Andrew V. Reitano

SrA. Tom R. Ouellette

SrA. Michael S. Lanza

### Administration

SrA. Mary E. Gallagher

Nicole L. Lessard

## Briefs

### Awards board announces quarterly recipients

Westover's Quarterly Awards Board selected the following third quarter award winners for the fiscal 2003.

#### Airman:

SrA. Nikolaus J. Schmitter, 439 AMXS

#### NCO:

TSgt. Scott D. Malone, 439 AMXS

#### Senior NCO:

MSgt. Andrew J. Martindell, 439 AMXS

#### Civilian:

Robert R. Durand, 439 SFS

#### Civilian Supervisor:

No submissions

#### Company Grade Officer:

Capt. Shawn V. Howard, 439 ASTS

### Wing picnic set for Saturday of Sept. UTA

The annual 439th AW Family Picnic will be held on Sept. 6, during the A UTA.

Family Day will take place across from the ballfield on Patriot Avenue and will begin at noon and wrap up at 5 p.m. Scheduled activities include hay rides, face painting, horseshoes, volleyball, raffles, and much more.

For more information, call CMSgt. William R. Currier at Ext. 3521 or CMSgt. John J. Tavares at Ext. 2592.

### Patriot Wing reservists to visit veterans at Home

Members of the 439th AW will visit the Soldiers Home at 10 a.m. in Holyoke during the October A UTA. The annual visit will take place on Oct. 4. Uniform for the visit is dress blues.

The group will meet in the parking lot of the fitness center at 9:15 a.m. to depart from the base.

Reservists interested in making the trip can e-mail TSgt. Patrick M. Conway at [patrick.conway@westover.af.mil](mailto:patrick.conway@westover.af.mil) or call SSgt. Andrew S. Biscoe at Ext. 2020.

## Cover photo

**RETURN HUGS**—Samantha Brault leaps into the arms of her father, SMSgt. Glenn Brault of the Wing Finance Office, at the Passenger Terminal upon his return from the Iraqi Freedom AOR on July 5.

— photo by SSgt. Andrew Biscoe

## Col. Farris will succeed Brig. Gen Mazick who's moving to AFRC

by MSgt. Tom Allocco

Col. Wallace (Wade) W. Farris, Jr., scheduled to become the Patriot Wing's 11th commander, will accept the 439th Airlift Wing flag of command from Brig. Gen. Martin M. Mazick in a ceremony on Saturday, Aug. 9 of the August "A" UTA. Mazick has accepted a position as director of operations at Air Force Reserve Command Headquarters, Robins AFB, Ga.

Farris has served since 2000 as commander of the 914th Airlift Wing, which flies eight C-130H Hercules out of Niagara Falls ARS, N.Y. He was recently at Westover to help welcome back to American soil about 160 Frontiersmen of the 914th AW who returned from the Iraqi Freedom AOR aboard six of the wing's Hercules.

Farris is a command pilot with more than 8,200 hours in the C-130, C-141, T-38 and T-37. During Desert Shield/Desert Storm, he was activated from September, 1990 to June, 1991, flying missions in the AOR.

The new Patriot Wing commander was born in Tuscaloosa, Ala. and graduated from the University of Alabama, where he earned his commission through the Air Force ROTC in 1974.

While on active duty he had a variety of assignments as an instructor pilot and flight examiner at Craig AFB, Ala. and Mather AFB, Cal. He flew the C-141 Starlifter at McChord AFB, Wash. and served as a Squadron Officer School instructor at Maxwell AFB, Ala.

Farris has served in the Air Force Reserve since 1986, when he joined the 446th Military Airlift Wing at McChord AFB. He served as scheduler, training officer, assistant chief pilot and chief of wing standardization. In 1993 he joined the 934th AW, Minneapolis, Minn. as a C-130 pilot. He served as squad-



Farris



photo by MSgt. W.C. Pope

**NEXT WING COMMANDER** – Col. Wade Farris (center), scheduled to be the next Patriot Wing commander, shares an anecdote with Brig. Gen. Martin M. Mazick, wing commander, during a recent picnic to welcome 914th AW members who first landed on American soil here upon returning from the Iraqi Freedom AOR.

ron operations officer and deputy operations group commander.

Before assuming command at Niagara Falls, Farris also served as operations group commander for the 403rd AW, Keesler AFB, Miss. and chief of programs at AFRC Headquarters, Robins AFB.

Among his awards are the Meritorious Service Medal with three Oak Leaf Clusters and the Kuwait Liberation Medal.

Mazick will depart Westover having led the 439th AW through the activations, deployments and high tempo of activities of Operations Enduring Freedom and Iraqi Freedom. Under the wing commander's leadership, the Patriot Wing earned the outstanding Unit Award for exceptional performance in 1999-2001.

Mazick took command of the Patriot Wing in March, 1999 after serving as commander of the 507th Air Refueling Wing,

Tinker AFB, Okla.

Under his command, since the 9/11 Attack on America, the 2,500 members of the wing have served in support of Enduring Freedom and Iraqi Freedom, including deployments to Iraq, Afghanistan and Europe.

Beginning in February, Mazick led the Patriot Wing in air bridge operations in which more than 2,700 aircraft and 30 million pounds of cargo moved through Westover. Mazick pinned on his brigadier general's stars here last December.

## All bases under scrutiny for BRAC

The Department of Defense has been authorized to pursue one round of Base Realignment and Closure (BRAC) in 2005.

In a memo issued Nov. 15, 2002, the Secretary of Defense initiated the complex analysis and decision process that will involve virtually all levels of DOD management, from installation to major command and component agency/headquarters to OSD.

All bases will be considered and treated equally. All bases can expect to respond to a comprehensive series of data calls.

Ultimately, the SECDEF's realignment and closure recommendations will be reviewed publicly by an independent commission, the President and Congress.

Because of the potential impact upon DOD components and local communities, BRAC is a subject of intense interest to all stakeholders.

Therefore, DOD personnel may not participate, in their official capacities, in activities of any organization that has as its purpose, either directly or indirectly, insulating bases from realignment or closure.

Invitations to participate in such organizations should be discussed with the appropriate ethics counselor (Lt. Col. Terry Negron at Ext. 3513).

For further information about BRAC 2005 please contact the Public Affairs office at Ext. 3500.

## Supervisors required to sign travel vouchers

Supervisors are required to sign all travel vouchers as part of the mandatory split disbursement for military personnel, according to Westover financial officer Daniel McCarthy.

Split disbursement requires the traveler to separately identify travel card charges on a travel voucher and directly disburse those amounts to Bank of America, McCarthy said. Supervisors must review and sign the travel voucher before the employee submits it for payment.

Supervisors must also date all travel settlement vouchers for military and civilian personnel. The voucher is submitted to the finance office for settlement after it is reviewed and signed by the claimant and supervisor.

Voluntary use of split disbursement is highly encouraged for civilian employees, McCarthy said.

For more information, call Ext. 3460.



# Security police had boots in dirt on road to Baghdad

by MSgt. Tom Allocco

One night in a hole in the ground is all you need to know that the real face of war is still about boots in the dirt.

Thirteen Westover security specialists who dug fighting positions in the desert, laid in them through night after night in body armor with M-16s and 203 grenade launchers, squad automatic weapons and grenades at hand, who watched a barren landscape for enemy movement and listened to firefights learned early that the road to Baghdad was a rough one.

The security specialists, led by TSgt. Shane E. Stabile, recently returned home from Iraq. Iraqi Freedom was for them long nights, sandstorms, short rations, unexploded ordinance all over the ground, eyes red from fatigue and uncertainty. It was the tension of setting up a firebase in the desert with the enemy close enough that at night you could hear them hit Army checkpoints and listen to the situation report on the radio. It was close enough to the front that they helped move injured on the airstrip.

The Patriot Wing team experienced a combat situation unique for Air Force security

specialists since the Vietnam War. They were fully loaded with combat gear and dug in at a bare base in hostile territory. The security specialists rode the first C-130 into Bushmaster LZ, a dirt airstrip that had just been passed by the 3rd Infantry Division on its long push north through Iraq.

Bushmaster LZ was nothing more than a temporary dirt airstrip near Karbala, scene of hard fighting by the "Rock of the Marne" Third Division. The fighting had moved north toward Baghdad when Westover and Dover security specialists arrived on the first Hercules. Until Baghdad fell the airfield served as a supply point for the front and a waypoint for those returning.

Stepping off the plane they set up their M-60s in fighting positions as the inner ring of defense. Further out were Army checkpoints which were hit by Iraqis.

The soldiers were veterans of the battle to take Karbala, a fight so tough it left widespread destruction. "They talked about that place. That had a big impact on them, the hardest impact," Stabile said.

For five days the security specialists

***"The Iraqi soldiers just left their fighting positions. There was so much, EOD couldn't get it all. We were constantly picking up AK-47s. Piles 10 feet high were spilling over."***

***- TSgt. Shane E. Stabile,  
439th SFS***

mostly lived in holes. With two up, two down at night, a few hours sleep was all they got. The desert would be in the 100s during the day and at night they'd wrap themselves in sleeping bags to get warm.

When not on the perimeter, the security specialists helped on the flight line, carrying injured and supplies. Supplies, including MREs and water, were always short and had to be carefully conserved.

The only contact they had with Iraqis was shooing away nomads with goat herds. The Iraqis were friendly, knowing enough English to offer "down with Saddam" and seeking to barter cigarettes or dinars, the national currency. "It definitely made you appreciate the American way of life. Kids were running around with bare feet in the middle of the desert," Stabile said.

One day they were told to pack up, Baghdad had been liberated and Saddam International Airport was open. The word came one day too late to avoid a four-day sandstorm that knocked down tents and kept them in sleeping bags, poncho liners and goggles. By the time they re-deployed to a built-up base near Iraq, one member needed antibiotics to counter the sand in his lungs.

Soon after leaving Iraq, the team was hand picked, based on performance and experience at Bushmaster LZ, to fly to provide security at the renamed Baghdad International Airport.

After two days of cleaning and repacking gear, they were on a C-130.

When they came off the plane in Baghdad there were still firefights. They stayed in a building nicknamed the "crack house" for its filthy condition. At night from the roof they could hear firefights. They saw the red tracers of the 3rd ID crisscross with the green tracers of the Iraqis. One time the airfield was mortared.

"The wild, wild west," is how Stabile describes those early weeks after the liberation. "Probably for the first two weeks there were continuous firefights... it was lawless," he said.

"The runways were the only things actually cleared. There were RPGs and weapons laying everywhere. There were rocket launchers. The Iraqi soldiers just left their fighting positions. There was so much, EOD couldn't get it all. We were constantly picking up AK-47s. Piles 10 feet high were spilling over," Stabile said.

Their job was to guard the side of the airport allocated to civilian and humanitarian

*see DESERT on page 5*



photo by TSgt. Shane Stabile

**TOUGH DUTY - SrA. Aaron M. Lombardino takes stock of the empty desert base where security police lived in fighting positions.**

## CE reservists build homes for New Mexico Navajo families



**FUTURE HOME**  
- SSgt. Roberto Felix, 439<sup>th</sup> CES power production journeyman, works inside one of the houses.

**Article SMSgt. Sandi Michon**  
**Photos by TSgt. Peter Morgenstern, 439<sup>th</sup> CES**

"Housework is never done" was an adage proved false when 45 Westover civil engineers finished work on five houses during annual tour training in New Mexico in May and June.

In three groups, spanning May 17 to June 28, Westover reservists constructed the 24' x 32' two-bedroom homes inside a large warehouse in Gallup, N.M. The homes were then trucked to the nearby Navajo Reservation to provide much-needed housing for pre-selected Navajo families.

"It's Americans doing something for Americans – very gratifying," said CMSgt. Randy J. Malek, 439<sup>th</sup> CES operations management superintendent. Malek said the annual tours provided great overall training, especially cross training between specialties.

The houses were built on platforms, and once built, were unbolted into two halves and trucked to the site. According to Malek, the houses were like prefab-type homes but with conventional construction. Plans called for unique, connective roofing shingles for longer life in the strong winds. "Electricians helped with roofing, plumbers did carpentry and everyone did sheetrocking and siding," he said, emphasizing that younger troops saw real craftsmanship while working with reservists with 20-30 years' experience.

SrA. John J. McGrath, a 439<sup>th</sup> CE structural journeyman on his first annual tour, poured foundations for the sites on the reservation. "It was a great experience. It made me feel good to help out," said the Boston carpenter who has served at Westover for a year and a half. SrA. Aaron M. Sifuentes, power production apprentice, helped set the forms for the foundation. His contributions were highlighted against the backdrop of poverty on the Navajo Reservation. "Oh, my God. I don't know how people can live like that," he said, referring to the wooden shacks with plywood doors and old tires holding the roof down.

The unemployment rate for those on the reservation that spans more

than half million acres hovers at 52 percent.

Reservists lent their skills in cooperation with the Southwestern Indian Foundation – an organization providing housing since 1997. MSgt. Anthony J. Delduco, a military and civilian plumber, said he was privileged to work with the Navajos. "To meet the people and see the magnitude of their needs helped put all the hard work into perspective," he said. Delduco was most impressed by the centuries-old culture of the Navajo Indians.

Before the trip, he joked that his impressions were largely formed by Western movies. After the trip, he had a deeper understanding and a keen appreciation for the Native American culture.

While digging a foundation site for one of the new houses, Delduco discovered a human leg bone. Despite prior archeological clearance, the work was delayed for two days and ultimately, the site was moved about 15 feet to allow the investigation to continue. The family waiting for the home was a single mother with three kids and Delduco was worried the discovery might nix plans for her house. "These poor kids need a roof over their heads," said Delduco, who has kids close in age to the Navajo children waiting for the home.

A highlight of the annual tour was meeting two of the four remaining original Code Talkers who served as radiomen in the Pacific during World War II. The Code Talkers used their complex Navajo tongue to foil Japanese code breakers. "I loved hearing their stories – it's living history," said SSgt. John R. Watkins.

In their downtime, after long, hot work days, reservists enjoyed the natural beauty of the region and even attended a high school rodeo.

According to MSgt. Richard E. Ferranti, crew leader and 439<sup>th</sup> CE structural supervisor, no one ever complained during the tour. "Some wanted to stay longer and have already volunteered to go back," he said.

Col. Dana S. Marsh, 439<sup>th</sup> Mission Support Group commander, visited during the tour and assisted with various building tasks.

"For the engineers, I think this annual tour was on par with their Honduras humanitarian trip several years ago," Marsh said. "When you help those who are unable to help themselves it gives you a profound sense of accomplishment. After spending time with one Navajo family, it was very apparent that the Air Force and this special project made a life-changing difference to them."



**WALL WORK** - TSgt. Michael J. Carey, utility systems craftsman, was one of 45 Westover civil engineers who built the homes in New Mexico.

### DESERT... continued from page 4

aircraft. They teamed up with the Army, but to a large extent the Westover security police were an autonomous unit. Highlights included working with Australian security forces and patrolling in a Mercedes which had been given them by soldiers. Several times they apprehended Iraqis who had most likely intruded to loot.

As at Bushmaster, MREs were in short supply. The 3rd ID soldiers were eager to trade for tobacco. It was a real treat when an aircrew brought in some frozen chicken from Germany.

People lost weight because they got tired of eating MREs.

Gradually, conditions improved. Shooting tapered off, although there were still pinpoint attacks taking place when they left. The quality of life improved with tents and hot meals.

The security specialists visited with the 11-member 439<sup>th</sup> Airlift Control Flight and two intel specialists at the airport. They even got enough time off to tour one of Saddam's palaces, furnished in marble, complete with moat. A washing machine pulled from a bombed out building added to the quality of life. They set up

their own electricity. Life was almost becoming comfortable, with an air conditioner and refrigerator, when they got their orders home.

Those on the team were: TSgt. Edward Plant, SSgt. Brian Shameklis, SSgt. Russell Hedges, SSgt. Pablo Rodriguez, SSgt. Ronnie Briere, SSgt. Brian Coutre, SSgt. Joseph Ilsley, SrA. Michael Dupell, SrA. Aaron Lombardino, SrA. Christopher Beaulieu, SrA. Eric Marjault and A1C Benjamin Kovacevic.





*photo by MSgt. Tom Allocco*

**REUNION-** An Army Reservist from the 414th Civil Affairs Battalion, Utica, NY, hugs his wife.



*photo by MSgt. W.C.Pope*

**DADDY'S BACK --** Capt. Shawn Swarz from the 439th SFS holds his son on his return from a six month tour of duty for Iraqi Freedom



**FATHER AND DAUGHTER-** A returning Frontiersman of the 439th AW, Niagara Falls, hugs his daughter at the Westover passenger terminal.



photo by MSgt. W.C. Pope

ara Falls, N.Y. is greeted by his daughter in the



photo by MSgt. Tom Allocco

**WELCOME HOME --** Family and friends gather to welcome home deployed Patriots.

# A welcome fit for heroes

After counting the days, sometimes up to six months, emotions ran high when returning airmen, soldiers, sailors and Marines first stepped on American soil after the rigor and uncertainty of service in the Iraqi Freedom AOR. The last few yards of the long journey home were by bus from the flightline to the Westover Passenger Terminal. When the bus doors opened and the troops stepped out, the scenes were memorable.

Hugs, smiles, tears, shouts of joy were a welcome release from all the tension of families separated by the call to duty.

To help celebrate the homecoming, USO and other volunteers literally laid out a red carpet to signal community support for the troops. "Proud to be an American," was the theme of the music that floated over the scene. The Passenger Terminal was always well stocked with donations from individuals and community groups which said "thanks" with everything from toiletries to videos.

Finally, no one left Westover without being invited to enjoy hamburgers, hotdogs and other picnic fare grilled up for them outside the Passenger Terminal.



photo by SSgt. Andrew Biscoe

**SO GOOD TO BE HOME --** Maj. Cristopher Kreig of the 439th Airlift Control Flight hugs his family.



# 'Local' tests pilots' skill, precision with air refueling mission

Article and photos

by SSgt. Andrew Biscoe

The weekly training missions that send the signature howl and roar of the Air Force's largest aircraft into the skies over western Massachusetts are planned each week to keep aircrews with the 337<sup>th</sup> Airlift Squadron proficient.

That means that the men and women of the squadron not only practice repeated touch-and-goes, they must take part in an air refueling mission. That's when they have to nestle a half a million pounds of C-5 underneath a KC-135 tanker.

On a recent rainy Thursday evening, an aircrew with a wealth of C-5 experience took to the skies for the "local" as it is known by anyone familiar with flight operations at Westover. Maj. Vito E. Addabbo flew in the right seat. His job as instructor pilot was to monitor the aircraft commander's handling of the aircraft. Aircraft commander for the flight was Maj. William J. Rolocut, who has flown C-5s through the 16 years the Galaxies have been assigned to Westover.

Another pair of experienced eyes were those of Lt. Col. Kenneth J. Riley, who flew in the jump seat as evaluator pilot. "Bill's getting a check ride," Riley said, "and I'm administering it." Riley has flown C-5s for 19 years. That kind of experience literally put him front and center with the entire operation of the night's mission. Riley sat in the seat in between the pilots.

"I know everything that's going on, however something new happens all of the time," he said. "We had an airplane divert into Cypress (recently) with a gear problem. I've never seen that before."

Riley said his favorite aspect of flying C-5s was probably the space the Galaxy takes up in the air. "Maybe the size and comfort ... its stability - probably the best," he said. Pilots who fly the C-5 must have a minimum of a takeoff, landing and approach every month. Minimum requirements call for an air refueling every month as well, Riley said.

The June mission began at about 7:30 p.m. "Rodd 99 heavy" was the call sign used.



**DIAL CHECK** - Maj. Vito E. Addabbo, instructor pilot with the 337<sup>th</sup> Airlift Squadron, runs through a final checklist while adjusting dials and controls in the cockpit.

"Heavy" is used to alert other pilots that the biggest aircraft in America now rules the skies.

After Rodd 99 was cleared for takeoff, Rolocut and Addabbo circled the area and took the huge airlifter back home. They returned to fly a practice approach to Runway 23 at Westover.

"MINIMUM. MINIMUM," a human voice boomed in from the cockpit. The voice is activated electronically as the C-5 flies closer to the ground.

The huge General Electric turbofan engines roared as the aircraft approached Westover. Then, when it looked like the aircraft might land, the pilots banked the Galaxy to the left. Houses in Granby and Ludlow were easily visible below.

"Keep your eyes out and call my turn," Rolocut told Addabbo. Nothing happens in the cockpit without thorough checklists. There is constant conversation over the pilots' intercom system. The pilots set up for a low approach to Runway 33, the shorter runway.

The force of the engines - each rated at 41,000 pounds of thrust - pushed the pilots back in their seats. Rolocut took the C-5 into a climb. The mission was now on its way to meet up with "Pack 11," the call sign for the Pease Air Guard KC-135. They were scheduled to rendezvous over New Hampshire at about 24,000 feet.

The C-5 gained altitude while clouds and fog briefly obscured a view of the winding Connecticut River thousands of feet below. The Galaxy rose above the clouds and surged above 13,000 feet. The clouds and rain disappeared below, and the sun shone through

the side of the cockpit.

Crew members ran through their pre-air refueling checklist. They began looking for the tanker on the horizon. Soon the two aircraft were 10 miles apart and closing. In just a matter of a minute or two, the KC-135's airframe was parallel with the C-5. Rolocut and Addabbo nudged the Galaxy closer. The boom operator on the tanker began extending the KC-135's signature fuel nozzle.

Airmanship got its test as Rolocut and Addabbo eased the Galaxy underneath the engines of the KC-135. Between 9 and 12 feet separated the two huge aircraft.

"Latched," the boom operator called out. The hook-up was confirmed by a firm thump which rumbled the cockpit. A long tube with JP-9 fuel flowing through it held the two aircraft together over New England. Addabbo coached Rolocut. Riley said this was a practice offload of fuel. "For practice you just get a token (offload)," he said. "Less than a thousand pounds."

The pilots watched intently ahead. They maneuvered the throttles while maintaining stability with a gentle wake and bump in the air from the KC-135 in front. "Very nice, Rolo," a crew member said to Rolocut on the intercom; a compliment meant in its entirety. All things considered it was remarkable, though routine, with what this training mission involved thousands of feet above the clouds. "There are three-quarters of a million pounds of aircraft moving along here," Addabbo said.

Maj. Thomas R. Maurer was the fourth pilot on board for the mission. The pilots rotated through the left seat for a crack at the few minutes connected to the 290,000-pound Stratotanker, just 20 feet away in the sky. Each



**ALMOST CONNECTED** - The C-5 eases up to the awaiting KC-135R Stratotanker, flown by the New Hampshire Air National Guard at Pease ANGB, N.H.

see **TANKER** on page 7



# Patriot Wing EOD boss heads wartime push at Langley

by SSgt. Andrew Biscoe

A Westover junior officer spent a three-month TDY managing a major command's Explosive Ordnance Disposal (EOD) program that was quickly put to the test for Operation Iraqi Freedom.

AFRC and Air Combat Command officials chose 1st Lt. Jason E. Rose, a reservist and flight commander of the Westover EOD unit, to be part of ACC's EOD program.

"Two of their most experienced senior noncommissioned officers were scheduled to deploy in support of Operation Iraqi Freedom at the beginning of February," Rose said. "Around mid to late January, ACC asked AFRC to find a senior noncommissioned officer to fill the void. Tom Piper, the AFRC Command EOD Manager, had a short list of folks he considered right for the job and my name was on it."

Piper has been AFRC EOD program manager for three years. "Jason is an excellent example of the reserve," he said. "He's a citizen soldier. His mind and soul are 100 percent EOD."

Even though Rose was not the senior NCO that command officials might have had in mind, he had plenty of enlisted experience to back up his credibility.

"The combination of nine years prior enlisted experience as an EOD technician and participation in AFRC-level initiatives were both key to my success at headquarters," Rose said. He arrived for duty at Langley

AFB, Va., on Feb. 6. Rose's experience also helped assert his credibility with people in his chain of command. "It helped the folks I dealt with day-to-day look beyond the 'butter bar,'" he said.



Rose

With the American buildup in Iraq gearing up in February, Rose immediately went to work on one of the most important programs in the buildup to the war in Iraq.

"The team I joined was responsible for managing the largest EOD program in the Air Force," Rose said. The program involved more than 300 people across 15 military installations - approximately one-third of all Air

Force EOD assets.

"We coordinated the single largest wartime deployment of Air Force EOD resources since Operation Desert Storm. Throughout the buildup to and execution of Operation Iraqi Freedom, the ACC staff served as a reachback capability for the forward-deployed CENTAF staff."

Rose's most important job was directly supporting the Chief of Staff of the Air Force, Gen. John P. Jumper.

"We worked on making General Jumper's vision for an airborne engineer capability a reality," Rose said. "We created two lightweight, airborne engineer teams six months ahead of schedule and in time for successful employment in Iraq."

The Air Force's renowned RED HORSE civil engineering teams took this concept that Rose had helped put together, to Iraq in the spring. The airborne RED HORSE

teams deployed to the U.S. Central Command area of operations and worked at seized airfields for Operation Iraqi Freedom.

Back at ACC headquarters, Rose said the work environment at Langley blended all of the elements of the total force. "The lines were very blurred; there was no distinction between active duty, Guard or Reserve," he said. "In fact, there were a few days when only Guard and Reserve augmentees staffed the office and I was the senior guy calling the shots. The icing on the cake was the fact that it made no difference that I was the reserve troop to the active-duty folks in the field who contacted the staff looking for guidance."

Rose's TDY assignment proved to be one of the most valuable in this 29-year-old's military career.

"This was by far one of the most challenging yet most rewarding (assignments) of my career. Maj. (Bert) Braza and others consistently reminded me that I experienced more in three months than some staff members experience in three years," Rose said. "Being able to keep up with the active guys was validation for me that all the time spent training as well as the investment made in me by my superiors (both officers and NCOs) over the years was well worthwhile."

Rose returned to Westover on May 14 and was released from 20 months of active duty.

"Being a second lieutenant at a major command headquarters took some getting used to, not only for me but for the folks over me in the chain-of-command," he said. "Once I proved my worth it became a non-issue."

## TANKER... continued from page 7

time someone else moved into the left seat, Addabbo confirmed the C-5 always was in control of the crew. "Co-pilot's airplane," he announced on the intercom.

Riley pointed to the belly of the KC-135. It included a long yellow stripe and flight director lights to aid pilots of receiver aircraft when an air refueling. "You can tell when the green lights are on," Riley said. "See that green light up on the tail that says latched? That's how you can tell we're in contact."

Turbulence plays a big role in deciding whether air refueling can happen, Riley said. "We're not allowed to do this in moderate turbulence, and it's difficult in light turbulence."

The KC-135 steadily led the way, its boom extended as the two big planes went into a turn in formation.

"You guys are good," Addabbo told the Pease tanker crew. "Thanks for all of the work tonight."

It was time for a practice break away, when the two planes carefully separated.

Flight engineers MSgt. Bruce W. Szepelak and TSgt. Christopher J. McCurdy kept their eyes on making sure the C-5 was going where it was supposed to.

With the air refueling completed, the Galaxy descended through the clouds back to Westover. Rolocut ran through checklists and eased the throttles of the aircraft. The runway soon appeared in the dark like a huge lit up rectangle.

The C-5 pilots found company when they returned to the traffic pattern. Two KC-10s flying practice approaches gave the bigger aircraft room, however. Rodd 99 was behind one of the Extenders which flew a touch and go. The other KC-10 approached Westover's flight path a few miles behind the C-5.

Rolocut eased the Galaxy smoothly down onto the wet runway. The power of the thrust reversers shook the aircraft. Once the aircraft reached its parking spot, maintainers quickly swarmed to inspect it.

"It was beautiful out there," Rolocut said, after taxiing the C-5 to its parking spot. "We had great tanker guys," Rolocut said that since the C-5 is so large it creates a powerful force of air, called a bow wave, that often can affect the flight of the KC-135. "We push smaller airplanes around the skies. You notice we crept up to him... the tanker guys were as smooth as they get," he said. Rolocut has flown C-5s since 1987.

His favorite part of flying the C-5 is its long range. "I like to travel around the world," he said. Rolocut looks forward to when the C-5s get their scheduled engine and avionics modifications. "Then it'll be really interesting to fly," he said. "We'll have a lot more thrust and more fuel efficiency. I hope it happens before I retire. I think four next year are getting done. That's the start of the process. I'll be around awhile."

The aircrew concluded their mission with a debriefing in "The Cage," where they can relax and talk about what went right and wrong. That rapport and discussion helps the next time around, when the crew can make a precision flying mission even better.

## Eagles soar past Chiefs with big eight-run inning, 20-14

by Maj. Patrick Ryan

Just as major league baseball has its "Summer Classic" All-Star game, Westover has its "Summer Rivalry" game between the chief master sergeants and the colonels. On Saturday of the July "A" UTA, the rivalry continued with the 2<sup>nd</sup> Annual Chiefs versus Eagles softball game. The Chiefs were out to



**"BASE" OPERATIONS — CMSgt. Tammy Vezina runs the bases after hitting a home run.**

photo by MSgt. W.C. Pope

avenge last years' loss and prove that they are the athletic strength of Westover. However, the Eagles won, 20 to 14. The first inning was marked by superior defense as neither team could eke out any

runs. Marine Lt. Col. Michael Maciel and CMSgt. Alan Rogers, starting pitchers for their squads, each set down the opposing batters in order in the first frame. However, a pitchers' duel was not in the offing.

The Chiefs' offense exploded in the second inning, as they jumped out to six runs, paced by a methodical attack of singles by CMSgt. Frank Puopolo, Command CMSgt. Jeffrey Sherwin and CMSgt. Randy Malek. The big hit single by the command chief master sergeant drove in two runs and allowed a third via an error.

The Eagles came right back, halving the lead to three with a bases clearing wall ball double by Lt. Col. Paul Babin. The Eagles' defense then came alive and suddenly the Chiefs' offense went cold.

Superb infield defense by Babin and Lt. Col. Karl McGregor helped keep runs off the board, twice stifling rallies, with Chiefs only 60 feet away on third base. Offensively, the Eagles continued a consistent attack, scoring three more in the 3<sup>rd</sup> frame to tie the ball game, then surging ahead with two big innings in a row.

The 4<sup>th</sup> inning saw the Eagles put up a 6-spot on the board, with two-run doubles by Lt. Col. Sandy Whittier and Lt. Col. David Maloy. Lt. Col. Michael Vinskey and Lt. Col. Talivaldis Maidelis scored singles.

The Chiefs clawed and scratched out single runs in the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> innings, with the 5<sup>th</sup> mired in controversy. CMSgt. Tammy Vezina

stepped to the plate to lead off the inning and promptly smacked an inside the park round tripper, only to be called out amidst the jubilation on the Chiefs' bench. The problem was an unfortunate miscommunication in which she had batted out of order. After a quick conference, umpire Joel Bogner had no choice but to declare Vezina out.

What had possibly been a rally kickstart instead deflated the Chiefs and they were only able to score a single run in both the 5<sup>th</sup> and 6<sup>th</sup> frames. The opposite was true of the Eagles as they busted out a whopping 8 runs in the bottom half of the 5<sup>th</sup>.

Five straight singles by Maloy, Vinskey, Lt. Col. Forrest Price, McGregor and Whittier were recorded before the first out.

The Chiefs buckled down, showing superior defense in the 6<sup>th</sup> to stifle the red-hot Eagles' offense. They came out of the top of the 7<sup>th</sup> to a boisterous "rally, rally, rally" chant from their large contingent of fans. Getting on base were CMSgt. Ziggy Skawski, CMSgt. Ron Ploof, CMSgt. Randy Malek, CMSgt. Chris Menard and Archie Archambeau before the first out. A sacrifice fly by CMSgt. Bruce Westcott added another run, but the Eagles buckled down and dodged a potential game winning rally by two unassisted put-outs by third baseman Babin to end the game.

The Chiefs-Eagles game ended in the spirit of an Arnold Schwarzenegger vow: "They'll be back!"

## Scholarship winner's 'pay-back' to Chiefs will help others

by TSgt. Andrew Reitano

Do unto others as you would have them do unto you — that old adage proved true for the Westover Chiefs Council when they received a \$1,000 donation from Capt. John Francolini, a high speed systems test engineer at Wright-Patterson AFB, Ohio.

Francolini made the contribution to the Chiefs Council in gratitude for the scholarships the Council had awarded him while he was studying for his bachelors degree in Aerospace Engineering at Embry-Riddle Aeronautical University, Fla.

Prior to being commissioned a second lieutenant in 1998, Francolini was a staff sergeant assigned to the 439<sup>th</sup> Aircraft Generation Squadron. While serving the Patriot Wing and attending Embry-Riddle, Francolini applied for and successfully received three scholarships from the Chiefs Council. He received financial aid in the amounts of \$300, \$350, and \$350 over a period of four years.

"It was a great honor for me to have received these scholarships because the money was a considerable help in buying books and with living expenses," Francolini said. "Making this donation is a way for me to say 'thank you' to the Chiefs Council, and allowing them to further help other enlisted airmen and their families."

Francolini's donation is one of the single largest the Chiefs Council has ever received. "Everyone on the Chiefs Council was honored that he returned to give back and help the enlisted force," said CMSgt. John Budenas, 439<sup>th</sup> Aircraft Maintenance Squadron first sergeant, and Westover Chiefs Council member.

"In the old days, we would call someone like him 'really good people'. He realizes where his roots are and that the Air Force helped him make himself what he is. He achieved his goal and now I know he's going to go on to help many other people," the first shirt said.

The top NCOs of the Chiefs Council are committed to helping to foster military careers and better the enlisted force at Westover.

Among their contributions to encourage success is the presentation of certificates and coins of honor to enlisted members upon promotion.



photo by SSgt. Andrew Biscoe

**GIVING BACK** -- Capt. John Francolini (in civilian clothes), reminisces with some of his former bosses near the Westover flight line just before handing a \$1,000 check to CMSgt. John Budenas, 439<sup>th</sup> AMXS first sergeant, for the Westover Chiefs Council. Flanking Budenas and Francolini (from left) are CMSgt. Robert Fetherston, 439<sup>th</sup> MXS; CCMSgt. Jeffrey Sherwin; CMSgt. John Tavares, 439<sup>th</sup> MXS; and MSgt. Ronald J. Buonanducci, 439<sup>th</sup> AMXS.



## Patriot People

**Name:** Daniel J. Major  
**Rank:** MSgt.  
**Age:** 40  
**Address:** Chicopee, Mass  
**Unit:** 439th Security Forces Squadron  
**Position:** Acting First Sergeant  
**Civilian position:** Chicopee Police  
**Favorite food:** Prime Rib  
**Years of service:** 22 years  
**Favorite sport:** Baseball  
**Favorite hobby:** Kyaking  
**Ideal vacation:** Down in the Carribean his wife and kids  
**Best way to relax:** On the patio with cold beverage  
**Preferred entertainment:** Movies/comedies  
**Favorite hero:** Father  
**Favorite music:** 80's Rock  
**Favorite movie:** "Kelley's Heroes"  
**Favorite aircraft:** F-4U Corsair  
**Pet peeve:** People who are unwilling to help  
**What would I do if I won \$1 million:** Invest in real estate



photo by SrA. Michael Lunca

MSgt. Daniel J. Major

## Patriot Praises

### Enlistments:

TSgt. Lapinski, Timothy P.  
 TSgt. Rocco, Michael R.  
 SSgt. Collins, Kenneth L.  
 SSgt. Lange, Robert D.  
 SrA. Berube, Donald R.  
 SrA. Eiermann, Robert C.  
 SrA. Kosa, Thomas J.  
 SrA. Lewis, Eric M.  
 SrA. Ohman, James R.  
 SrA. Raymond, Chris J.  
 SrA. Uva, Kevin J.  
 A1C Beckford, Dane R.  
 A1C Black, John W., Jr.  
 A1C Davis, Bradley C.  
 A1C McCarthy, Philip S.  
 A1C O'Connor, Kristen M.  
 A1C Patrie, Jason M.  
 A1C Roberts, Katherine G.  
 A1C Soares, Tony J.  
 A1C Soto-Miranda, Amanda C.  
 Amn. Onile, Bamidele E.  
 AB Thornton, Vincent L.

### Retirements:

Lt. Col. Bremmer, Robert B.  
 Lt. Col. Carey, James P.  
 Lt. Col. Oshana, Allen L.  
 CMSgt. Defazio, Frances A.  
 SMSgt. Goldberg, Michael L.  
 SMSgt. Hayward, Douglas M.  
 SMSgt. Hebert, Kenneth R.  
 SMSgt. McGee, Kirk A.  
 SMSgt. Pierrepont, David C., Jr.  
 SMSgt. Pirog, Mark J.  
 MSgt. Cloutier, Paul L., Jr.  
 MSgt. Conboy, Michael J.  
 MSgt. Craft, Carl E.  
 MSgt. Davis, Alan J.  
 MSgt. Dillon, William B.  
 MSgt. Forgione, Joseph P.  
 MSgt. Leclair, John J.  
 MSgt. Ohearne, Michael W.

MSgt. Silcott, Vance S.  
 MSgt. Walker, Charles W.  
 TSgt. Balboni, Susan M.  
 TSgt. Boynton, Richard D.  
 TSgt. Doyle, Doran P.  
 TSgt. Gorman, James M.  
 TSgt. Jones, Keith L.  
 TSgt. Kelliher, David B.  
 TSgt. Kenyon, Mark A.  
 TSgt. Ritchens, Euclid B.  
 TSgt. Rodrigues, Anthony J.

### Newly Assigned:

TSgt. Ledkins, Mark A.  
 SSgt. Bell, Lathia  
 SSgt. Lampert, Thomas A.  
 SSgt. Swarbrick, David J.

### Reenlistments:

CMSgt. Puopolo, Frank M.  
 SMSgt. Meltzer, Steven J.  
 MSgt. Benoit, John H.  
 MSgt. Chevalier, Ronald G., Jr.  
 MSgt. Gheen, Richard W.  
 MSgt. Rimolawebb, Rosa M.  
 TSgt. Durand, Ronald W.  
 TSgt. Kociuba, Kevin M.  
 TSgt. Leblanc, David J.  
 TSgt. Levangie, Gregory S.  
 TSgt. MacNevins, Scott A.  
 TSgt. May, Michael J.  
 TSgt. Moskal, Richard A.  
 TSgt. Rocco, Michael R.  
 TSgt. Thomas, Joni M.  
 SSgt. Collins, Kenneth L.  
 SSgt. Greene, Andre H.  
 SSgt. Lange, Robert D.  
 SrA. Baldwin, Seth K.  
 SrA. Ohman, James R.  
 SrA. Rivera, David  
 SrA. Rochon, Michael J.  
 SrA. Walsh, Stacey Ann

## Awards and Decorations

### Meritorious Service Medal

MSgt. Paul L. Cloutier  
 MSgt. Richard L. Pease  
 MSgt. George A. Perreault, Jr.  
 CMSgt. Zigmund D. Skawski  
 MSgt. Richard R. Sweet  
 MSgt. Charles W. Walker  
 TSgt. James M. Gorman

### Air Force Commendation Medal

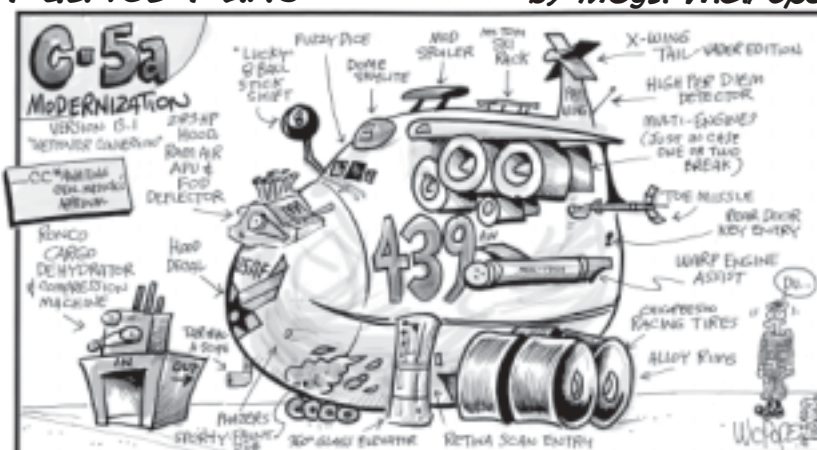
CMSgt. Joseph R. Strouse  
 SMSgt. Donald R. Martel  
 MSgt. Earl E. Duncan, Jr.  
 MSgt. Steven Skowron  
 TSgt. Timothy B. Maguire  
 TSgt. Stephen A. Paris  
 TSgt. Robert E. Sinclair  
 TSgt. Ronald J. Sliwa, Jr.  
 TSgt. Robert R. Viel  
 TSgt. Christina M. Walas

### Air Force Achievement Medal

TSgt. Justin E. Thurber  
 SSgt. Richard Garcia  
 SSgt. Albert R. Raymond

## Patriot Puns

by MSgt. W.C. Pope



## Employer Day draws 37 bosses for tour, flight on C-5



*photos by  
SSgt. Andrew Biscoe*



**BOSES' DAY** - The 439th AW hosted 37 employers of reservists on June 26. The day-long schedule included a tour and orientation flight aboard a C-5 and lunch at the Westover Club. Clockwise, the employers watch the C-5 pre-flight operation as they walk up the stairs to the Galaxy; Robin Yancey rides in the jump seat during the C-5 flight as Maj. David P. Smith keeps an eye on the controls; Mark Keenan and Deborah Jansen talk with TSgt. Thomas H. Krol and MSgt. David E. Holding, 439th MXS. While most of the employers primarily came to Westover from New England, one flew all the way from Florida to show his support.

**PATRIOT**

[www.afrc.af.mil/439aw](http://www.afrc.af.mil/439aw)

August UTA schedule  
A UTA Aug. 9-10  
B UTA Aug. 23-24



439th AW/PA  
WESTOVER AIR RESERVE BASE  
100 Lloyd Street  
East Wing, Suite 103  
CHICOPEE, MA 01022-1825

PRSR STD  
U.S. POSTAGE  
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CHICOPEE, MA  
PERMIT #43

Published monthly for Patriots like SrA. Perserverance A. Okaiajetey, Bronx, N.Y., and 2,451 members of the 439th AW at Westover ARB, and geographically separated units.